

**TOWN OF LAUDERDALE-BY-THE-SEA
TOWN COMMISSION
WORKSHOP MEETING
Jarvis Hall
4505 Ocean Drive
Thursday, November 6, 2014
7:00 PM**

1. CALL TO ORDER

Mayor Scot Sasser called the meeting to order at 7:00 p.m. Also present were Vice Mayor Chris Vincent, Commissioner Mark Brown, Commissioner Elliot Sokolow, Town Manager Connie Hoffmann, Assistant Town Manager Bud Bentley, Town Planner/Assistant Development Services Director Linda Connors, and Town Clerk Tedra Smith.

2. DISCUSSION ITEM

a. El Mar Greenway Project

Commissioner Brown recalled that earlier in the year, a public meeting was held to determine if the Town's residents were interested in designating El Mar Drive as a greenway. It would be part of an overall greenway project designed by the Florida Department of Transportation (FDOT) in Broward County. Because the response to this proposal was favorable, the FDOT has worked to develop conceptual plans for the project. A follow up public meeting on this topic is scheduled for December 8, 2014.

Commissioner Brown encouraged all present to express their opinions and ask questions to ensure the project is done to the public's satisfaction. He introduced FDOT Complete Streets Coordinator Jennifer Fierman; Broward MPO Executive Director Greg Stuart; Consulting Design Engineer Nelson Moore of Gannett Fleming; Senior Transportation Planner Martin Guttentplan with CDM Smith; and Peter Gies, Transportation Planner with Broward MPO.

Ms. Fierman provided a presentation on the proposed El Mar Drive greenway, which would be part of a larger greenway project in Broward County. Greenways have been implemented or are planned for Hollywood, Fort Lauderdale, Pompano Beach, and Deerfield Beach. The goal is to create a continuous network that will invite the public to enjoy the outdoors.

A greenway is significantly wider than a sidewalk, and may include amenities such as bicycle racks, shade trees, and benches. Its connectivity is also much greater. While a sidewalk serves the local community, a greenway can connect a larger area, such as county line to county line. Greenways are intended to be friendly to all ages and

abilities. Ms. Fierman noted that many pedestrians already enjoy El Mar Drive on foot, which makes it an ideal and inviting location.

Ms. Fierman recalled that other potential locations for a greenway in Lauderdale-By-The-Sea were considered; however, based on the current use and characteristics of El Mar Drive, it was determined that this was the preferred location. Comments expressed at the last public meeting on this topic emphasized the importance of maintaining ocean views, addressing drainage issues, the number of travel lanes, access for delivery and emergency vehicles, and parking for special events.

She showed a typical section of the proposed greenway, which serves as the basis for construction details and includes a graphic representation of the street's main design elements, such as lanes, sidewalks, medians, drainage, curbs and inlets, and other features. The first typical section exists north and south of Commercial Boulevard, where there are two travel lanes in each direction, a landscaped median, a utility strip, and sidewalks. In the Downtown area, parking is a priority, and exists on the inside and outside of the street, which has only one travel lane in each direction. The median is significantly smaller in this area.

Ms. Fierman showed a rendering of possible changes to the typical sections, which reallocates space while maintaining priorities. Because traffic counts total approximately 2000 vehicles per day on El Mar Drive, FDOT believes that traffic volume would not be a concern if lane space is reallocated. There is also the option of a multi-use lane, which accommodates cars but can be designated for other purposes during different times of the day. This lane could be located on the inside, next to the median, in order to maintain back out parking on private properties.

The greenway itself may be located on either side of the roadway, with the multi-use lane on the other side of the median. The greenway could also lie down the middle of the street, with multi-use lanes on both sides, depending upon the community's preferences.

In the Downtown area, any changes to the center of the roadway would affect parking and deliveries. Some options include:

- Greenway within the median, using space from travel lanes and parking spaces in each direction;
- Reconfiguration of back out parking to include a slope;
- Addition of crosswalks;
- Curb-and-gutter drainage;
- Landscaping on the greenway or sidewalks;
- Roadway and pedestrian-scale lighting;
- Underground or overhead utilities.

Ms. Fierman concluded that the greenway process is still in a conceptual stage, and emphasized the importance of public input. Once this input has been compiled, FDOT

will come back in December with more tangible typical sections that reflect what the residents wish to see in a greenway. In January 2015, the proposed greenway will be presented to the Town Commission for approval, after which the Town would be ready to receive funding for the project.

3. PUBLIC COMMENT

After a period in which all present were encouraged to visit different stations focusing on various aspects of the proposed greenway, the meeting reconvened for public comment.

Ellen Zavell, representing the Driftwood Beach Club and the Lodging Association of Lauderdale-By-The-Sea, asked when lighting was likely to be installed on the west side of El Mar Drive as part of the greenway project. Ms. Fierman explained that it can take up to a year just to complete the design phase, which involves coordination between FDOT, the Town, Florida Power and Light (FPL), and other entities.

Don Maroun, resident, felt that the Downtown intersection by the circle is a safety hazard due to lack of lighting. He added that the addition of lighting near the Pavilion would also make this area more safe and inviting.

Ann Marchetti, resident and business owner, encouraged the Town Commission to consider implementing a Complete Streets policy in Lauderdale-By-The-Sea. She noted that additional resources are available for communities that adopt these policies.

Dorothy Seibert, resident, advised that the traffic count for El Mar Drive on a weekend or during tourist season may differ significantly from the traffic count conducted off season for the greenway's conceptual phase. She also expressed support for improved lighting on El Mar Drive, particularly at the circle.

Marc Furth, resident, expressed support for changes to El Mar Drive, particularly the location of a greenway in the median and lighting improvements. He noted that low-voltage or embedded lights could address concerns related to turtle season.

It was noted that the Florida Fish and Wildlife Commission (FFWC) dictates what lights can be installed along El Mar Drive and in the downtown area. The Town had proposed a light that switched back to normal light colors outside of turtle season for better visibility, but the FFWC refused to approve it. The existing red lights were requested by FFWC. Town Manager Connie Hoffmann pointed out that several coastal cities within Broward County have recently formed an organization that wishes to address arbitrary lighting policies set by the FFWC.

Ned Seibert, resident, asserted that the Town should go to court to challenge the existing lighting policy, as it constitutes a public safety hazard. He added that it is

unlikely that utilities would be undergrounded on El Mar Drive, as FPL has made recent improvements to overhead lighting on that roadway.

Cristie Furth, resident and business owner, suggested that the plans for a greenway include a promenade and other pedestrian-scale features, using multi-purpose lanes for event parking when necessary. She added that the existing 5 ft. sidewalks should be replaced with 8 ft. sidewalks.

It was noted that most of those present had expressed consensus in favor of the greenway using existing inside parking lanes through the Downtown area. In addition, it was clarified that the greenway would not just be a landscaped area with trees, but would be designed for use by pedestrians and cyclists.

John Boutin, owner of the Windjammer Resort, asked if a greenway down the median would need to be consistent throughout the length of El Mar Drive, including Downtown. Ms. Fierman explained that pedestrians could be encouraged to move to the sidewalks in the Downtown area. Mr. Boutin noted that placing a median in the greenway could provide pedestrians with a safer area in which to walk during special events.

Dan Darneil, resident, expressed concern that widening sidewalks could discourage pedestrians from using the greenway itself. It was clarified that pedestrians currently walk both on the existing sidewalks and in the roadway itself when there are drainage issues.

Vice Mayor Vincent recalled that in previous discussions of a greenway for the Town, there had seemed to be little support for placing it in the median. It was noted that there are other municipalities with center greenways; while these greenways are heavily used by pedestrians and cyclists, there is also a good deal of business activity in areas, for which people also need the sidewalks.

Commissioner Brown thanked all present for their participation and input, and thanked the FDOT team for their presentation as well. He reminded the audience that the next meeting involving public input will be held on December 8, 2014.

Commissioner Sokolow asked if a greenway in the median would be sufficiently wide to provide access to all types of pedestrian and cyclist traffic. Ms. Fierman pointed out that the space must be at least 10 ft. wide in order to be considered a greenway, which will easily fit within the 20 ft. median.

Mayor Sasser asked if the greenway would include delineation between fast-moving and slower cyclists. Ms. Fierman explained that the facility can be designed to serve specific uses, such as slower-moving bicycle traffic, rather than faster cyclists. These elements will be discussed further during the next public input phase.

Lauderdale-By-The-Sea
Public Workshop Meeting
November 6, 2014

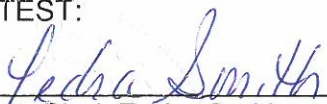
4. ADJOURNMENT

With no further business before the Commission at this time, the meeting was adjourned at 9:03 p.m.



Mayor Scot Sasser

ATTEST:



Town Clerk Tedra Smith



Date

Tedra Smith

From: Connie Hoffmann
Sent: Tuesday, December 09, 2014 12:38 PM
To: Tedra Smith
Subject: Barbara Cole's comments for minutes

Follow Up Flag: Follow Up
Due By: Tuesday, December 09, 2014 12:38 PM
Flag Status: Flagged



CONNIE HOFFMANN

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From: Barbara Cole [<mailto:barbarafcole@gmail.com>]
Sent: Friday, November 21, 2014 10:06 AM
To: Connie Hoffmann
Subject: El Mar Project

Hello, Please pass this on to the commission-
Commissioners:

I watched the first public input El Mar Project meeting and would like to add my comments to those who came to the podium.

I remember as I believe was mentioned the infamous "McIntee Median" fiasco some years ago before most of the sitting commissioners were on the dais and felt a rush of deja vu!

I understand the future underground wiring that would need to go down the medians is a no-go so that obstacle is off the table, (it was a major factor in the median project being axed) but many of the other reasons why a walkway /greenway for walkers is still not based on reality!

While I agree we should go ahead and fix up and beautify El Mar with any funding we can, I do not believe we should put money into uses that are D.O.A.

A median-greenway will only work for beautification and only if the medians are multi-purpose for visitors/ seating/ dog walking and strolling pedestrians. In my opinion it would require doing away with all turn-arounds with the exception of Pine/Palm/ Town Parking area and Commercial so that there is no car-pedestrian stand-offs as frequently as there would be if so many smaller medians are kept in place.

We absolutely need the lighting addressed and drainage fixed correctly and nicer/wider sidewalks as well as event parking availability and continuous uniformity throughout El Mar Dr.

That being said, just as it was when the last median walkway discussions took place exercising walkers/runners and bikers will continue to use the road as they always have!

It is a fact that If you look at small projects like El Mar Drive or even large such as Lake Shore Drive in Chicago multi-purpose planned area (however well intentioned in the planning) projects are never used in cohesion as presented due to the varied requirements of the participant's needs.

I would like to see "real use" discussions rather than pie- in -the- sky promises of people changing behaviors for any future plans agreed upon by those we elected to represent us and those brought in to aid us in such an important endeavor as El Mar Dr.

Thank you, Barbara Cole